

THE LADYSMITH DISASTER.

(From Our American Exchange.)

LADYSMITH, October 30th.

Firing commenced at 5 o'clock this morning, the Boers shelling Ladysmith with forty-pounders.

An advance of the British forces was made at dawn, with the object of shelling the Boers from the position where yesterday they had mounted a number of guns. On reaching the spot, however, it was found that they had evacuated the position.

The British continued to advance, and the movement developed into a reconnaissance in force. The enemy were posted on a range of hills having a frontage of about sixteen miles. The British force was disposed in the following order: On the right, three regiments of cavalry, four batteries of the Royal Field Artillery and five battalions of infantry; in the centre, three batteries of the Royal Field Artillery, two regiments of cavalry and four infantry battalions; on the left, the Royal Irish Fusiliers, the Gloucestershire regiment and the Tenth Mountain Battery. This force had been detailed to guard the English left flank at a late hour last night. General White's plan of operations was that as the movement developed the force constituting the centre, which was disposed under cover of a kopje about three miles from the town, should throw itself upon the enemy, while the left flank was being held by the Fusiliers and the Gloucesters.

The scheme was well devised but failed in execution, owing to the fact that the Boer position which formed the British objective had been evacuated.

LONDON, October 31st.

The Daily Telegraph has the following account of the Ladysmith engagement from its special correspondent at the front:—

"An indecisive reconnaissance occurred to-day. General Sir George Stuart White advanced before daylight with all the available forces from Ladysmith, moving toward Tintony. Two brigades were under (Colonels) Ian Hamilton and Howard, and another, with Sir General Archibald Hunter, toward Butana, while two regiments, guided by Major Adye, marched on our extreme left beyond the old camp.

"The Boers were found to be in great force at all points. Although we have seven batteries of artillery, their fire failed entirely to crush that of the enemy until our cavalry, the Fifth Lancers, pluckily rode across the enemy's front and forced a retreat. This, however, failed to entice the enemy out, the Boers only replying with a shell fire.

"This flank attack so developed that Colonel Hamilton had to reinforce our fight with three batteries and the Gordon Highlanders, the Devonshire regiment and the Manchester regiment at intervals. Our artillery then changed front, and a severe artillery duel ensued, the guns generously supporting the reinforcing infantry as they advanced.

"Two batteries remained in action against the twelve-pounder, and quick-firers of the naval contingent came into action. The enemy had field pieces, machine guns and a twelve-pounder. General White in the afternoon withdrew his forces upon Ladysmith.

"The British artillery quickly reduced the volume of the enemy's fire, but the attack delivered on the right flank was the principal one, and the column was compelled to charge. The Boer attack had been silenced for a time, and the British infantry advanced, covered by the cavalry. The enemy now began to develop a heavy counter attack, and as they were in great numerical superiority General White gave orders for the infantry to be gradually withdrawn.

"The movement was carried out with great steadiness and deliberation, under cover of the British guns, which made excellent practice.

"Some shells were thrown into the town from the Boer's forty-pounders at a range of over 6,000 yards, but no damage was done. The engagement lasted several hours, and resulted, on the British side, in casualties estimated at from 80 to 100. The Boer losses must largely have exceeded this total.

"The attack was admirably delivered by the British right, and the Boers were fairly driven out of one of their strongholds near Lombardkop. It was not possible, however, to push the Boers much further as beyond that point lay a long, big ridge, affording every kind of natural cover. Of this the enemy took the fullest advantage. The British shells failed to dislodge the Boers, and as the infantry moved forward in extended order they came under a heavy and well directed rifle fire, the result of which was soon apparent.

"General White, who was with the centre, seeing that the troops on the right were somewhat pressed, sent to their assistance the whole centre column with the exception of the Devonshire regiment.

"The battle then lasted four hours, during which the artillery fire on both sides had been almost incessant. The Naval Brigade, which landed at Durban, had arrived on the scene toward the end of the fight, and they immediately brought their heavy guns into play. Their practice was magnificent. At the fourth shot the enemy's forty-pounders had been knocked out of action.

"The town is now freed from apprehension of bombardment. Throughout the engagement the Boers held their ground with courage and tenacity, and, considering the intensity of the British artillery fire, they must have suffered severely.

General White's Report.

The War Office here has received a dispatch which says General White has fought an engagement, presumably with General Joubert's forces, which were pushed back by several hours fighting. The British lost about 100 men and the Boer losses were much greater. The Boers were in greater number, and had better artillery.

General White's dispatch, which was dated 4.30 p.m. to-day, read:—

"I employed all the troops here except the obligatory garrison before the works. I sent a mountain battery, the Royal Irish Fusiliers and the Gloucesters to take up a position on the hills to clear my left flank. The force moved at 11 o'clock yesterday evening, and during some night firing, the latter miles stamped with some of the guns, which, however, I hope to recover. These two battalions have not yet returned, but they are expected this afternoon.

"I detailed two brigade divisions of field artillery and five battalions of infantry aided by cavalry under General French to attack a position which the enemy yesterday mounted guns. We found this position evacuated, but our force was attacked with considerable vigour with what I believe were General Joubert's troops. They had many guns and showed in great numbers. Our troops were all in action and we pushed the enemy back several miles, but did not succeed in reaching his laager. Our losses are estimated at between 80 and 100, but those of the enemy must have been much greater, the fire of our guns appearing very effective.

"After being in action several hours I withdrew the troops, and they returned unmolested to their cantonments. The enemy are in great number, and their guns range further than our field guns.

"I now have some naval guns which have temporarily silenced the enemy's best guns, with which he has been bombarding the town at a range of over 6,000 yards."

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"General White, who was with the centre, seeing that the troops on the right were somewhat pressed, sent to their assistance the whole centre column with the exception of the Devonshire regiment.

"The battle then lasted four hours, during which the artillery fire on both sides had been almost incessant. The Naval Brigade, which landed at Durban, had arrived on the scene toward the end of the fight, and they immediately brought their heavy guns into play. Their practice was magnificent. At the fourth shot the enemy's forty-pounders had been knocked out of action.

"The town is now freed from apprehension of bombardment. Throughout the engagement the Boers held their ground with courage and tenacity, and, considering the intensity of the British artillery fire, they must have suffered severely.

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Deepest Gloom Holds England.

DROPPING IN AFRICAN SHARES.

LONDON, October 31st.

A feeling of deepest gloom pervades all England to-night because of the disaster which has befallen the British army in Natal. The news came as a heavy shock and caused consternation. While minor reverses in Africa were not wholly unexpected, nothing like the staggering blow General Joubert delivered to General White's forces yesterday was anticipated. The full extent of the disaster is not yet acknowledged, if it is known, at the War Office. The loss in effective men must be appalling to a General who is practically surrounded. Two of the finest British regiments and a male battery deducted from the Ladysmith garrison weakens it about a fifth of its total strength and alters the whole situation very materially in favour of the Boers, who have again shown themselves stern fighters and military strategists of no mean order.

The disaster cost the British from 1500 to 2000 men and six seven-pounder screw guns, and the loss of the Ladysmith garrison is already stronger than imagined, the capture of these guns will be a serious matter.

Further news must be awaited before it is attempted to fix the blame where it belongs. General White manfully accepts all the responsibility for the disaster, which apparently was at least partly due to the stampeding of the mules with the guns.

From the list it will be seen that forty-two officers were made prisoners, besides a newspaper correspondent, J. Hyde.

The interest in the news was universal, pervading all classes and conditions of London's population. The newspapers extra were eagerly read in business houses, in the streets and by women in their carriages.

Then there was a rush to the War Office, which by noon was surrounded with private carriages and hackneys, while many of the humbler class of people came on foot, all waiting and watching for the names they held dear. Never was the old saying "Bad news travels quickly" better exemplified here than to-day. By noon gloom and bitter sorrow prevailed throughout the British metropolis.

At the Government offices an effort was made to console the feeling of dismay prevailing. One official said: "It is inevitable, and I am sorry to say that its moral effect is inestimable. We have lost heavily in many wars and have had regiments almost wiped out, but to have regiments captured, and by the Boers, it is terrible."

Another official said: "The disaster is more likely due to the error of our younger officers to distinguish themselves, obtain mention in the dispatches and earn the Victoria Cross than to the fault of that splendid Indian veteran, General White, in spite of his avowal."

As the day wore on the crowd around the War Office swelled to enormous proportions and at 4 o'clock the home of many of those engaged, the wildest excitement prevailed. The special editions of the local newspapers were speedily exhausted and the same thing occurred at Bristol and other towns in that country. Coming so soon after the engagement at Kietfontein, where the Gloucestershire suffered heavily, this fresh disaster brought the keenest sorrow to households all over the county whose name the regiment bears.

The disaster had an immediate effect on the Stock Exchange, where consols fell one-half. South African securities dropped heavily, Rand lines falling two points. Rio Tinto fell three-fourths.

There was a continuous stream of callers at the War Office until a late hour, everybody inquiring regarding yesterday's casualties, but the War Office declared that nothing had been received since Sir George White's dispatch communicating the news of the capture of the Royal Irish Fusiliers and the Gloucestershire regiments.

This delay in getting further intelligence is attributed in part to the breakdown of the East Coast cable.

Late this evening the Prince of Wales and the Marquis of Salisbury sent their respective secretaries to the War Office to make inquiries, but the reply given was that no further news had been received. Large crowds still waited in the vicinity shortly before midnight.

The tidings of disaster will have the effect of giving a strong impulse to the popular movement to raise funds for the benefit of the wives and children of the men at the front. The War Office, under the signatures of the Marquis of Landsdowne, Secretary of State for War, and General Lord Wolseley, commander-in-chief, has issued a long statement indicating the best methods of distributing the money thus raised.

England Gloomy but Determined.

NEW YORK, October 31st.

A cable to the Tribune dated London, November 1st, says: The forecast of defeat over which keen observers were brooding before midnight Monday, was officially confirmed before 10 o'clock yesterday. It was the bluest and blackest day London has known since the first tidings of the Sepoy rebellion. The news that the Boers had completely outmaneuvered General White, and while luring on the British centre and right, had ambushed the left wing, cut two battalions to pieces and forced them to surrender, together with a mountain battery, filled the streets with dismay and gloom. John Bull is not accustomed to being beaten by anybody, and he takes punishment, when it comes, with poor grace and a sense of bewilderment, albeit with complete self-command.

Disaster was written large in every newspaper placard during the day, but the newspapers were surrounded with grim swarms of purchasers, setting their teeth together and determined to know the worst, yet marvelling so over the possibility of a defeat had been within the range of possibility in the Queen's dominions. It was not enough for General White to declare that he alone had blundered, nor for the War Office to order out three additional battalions and a mounted battery to replace the losses sustained at Glencoe and Ladysmith. What every Englishman knew in his heart was the truth, that the rustic Boers, whose strategy and training had been despised by the military staff and the nation, had contrived both at Glencoe and Ladysmith to outmaneuver the British generals and ensnare large bodies of the finest and most experienced soldiers into ambushes from which there was no escape.

Humiliating to English pride as was this confession, there were no signs of flinching in any quarter. John Bull's heart was hardened, not softened, by the unexpected disaster. The most ardent peace advocate did not venture to take up his parable yesterday. There was only one expression heard in the clubhouses, exchanges and streets: this was that the war must go on to the bitter end, with redoubled energy.

What will the Natal field force do now? is the question on every tongue. It is itself supplying an answer by fighting with spirit and discipline. When the Boers have renewed their attack, will it retreat or stand its ground, remaining on the defensive and fighting desperately? The latter alternative is accepted by nearly all military writers, since it cannot find a better defensive position at Colenso, and retreat to Pietermaritzburg and Durban would involve a long march of 180 miles, with the

Boers harassing the rear column. Buller will now settle the question, not White, and he is not considered by military critics or intimate friends as likely to begin the campaign by ordering the abandonment of Natal.

What the "World" Says.

NEW YORK, October 31st.

The World says:—To have two thousand men taken prisoners on the field of battle is a blow which the prestige of the British army will not soon recover, not since Uncle Sam humbled British pride at Saratoga and Yorktown and the French forced the Duke of York to capitulate at Alkmaar have any large number of British soldiers allowed themselves to be taken alive by an enemy. One-sixth of General White's soldiers has been lost by his effort to drive the enemy back only far enough so that Ladysmith might be safe from bombardment.

There was some consolation when the Duke of York, in 1799, capitulated with the whole of his army, because of the fact that a large number of French and Dutch prisoners then in England enabled the British General to arrange comparatively favourable terms. But now, as at Saratoga, when Burgoyne surrendered 5,800 men, and as at Yorktown when Cornwallis surrendered 7,000 men, there is nothing to alleviate the anguish of failure.

Since Majuba hill, in 1881, the officers of the British army have burned for an opportunity to wipe out the memory of that defeat. Now they find, to their dismay, that they are completely out-generaled by Boer farmers, and that their artillery is powerless before the artillery of the two republics. Majuba hill is not yet "avenged."

The "Call's" Opinion.

BRITISH WAR REPORTS.

Shortly after the publication of official dispatches announcing the success of the British forces at Glencoe, near Dundee, there came from Pretoria a report giving the Boer version of the battle. The Pretoria accounts of the results of the battle were widely different from that sent out by the British, and The Call in commenting upon the discrepancy stated that the events to follow in the next few days, would show which report was the more accurate. There is now no longer any doubt on the question. The Boers were not defeated at Glencoe. They have been continuously forward and the British, despite their claims of victory, have had to fall back from every one of their advanced positions.

Notwithstanding the retreat of his army, notwithstanding the imminent danger of complete defeat which threatens it at Ladysmith, General White continues to send boastful dispatches to London announcing victorious attacks on the Boer lines. These dispatches are doubtless designed to be reassuring, but they have ceased to have that effect. Reports from London show that the people are in a high state of anxiety concerning the situation, and comparatively little trust is put in the official assurances that all is well.

The reliable nature of the official reports given to the public was exposed in Parliament during the short session called to vote money for the war. On the floor of the Commons it was openly charged that the Secretary of State for the Colonies was suppressing or misrepresenting dispatches from the front. The charges were indignantly repudiated, but the repudiation only shifts the responsibility a little further back. Clearly the truth has not been told, and if the Ministers in London have not altered the dispatches then the general at the front has misrepresented the facts.

Judged by the results, Weyler's dispatches of victories over the Cubans were not more false and misleading than those which the British authorities in South Africa have sent out concerning the battles of the present war. They have claimed successes in every engagement, have repeatedly asserted that the Boers were driven back from point after point with heavy loss, and yet the movements of the campaign show that it is the British who have had to retreat the British whose losses in killed, wounded and prisoners have constituted the serious features of the fighting, and the British who are now in peril of being forced to surrender their army to save it from annihilation.

Over and over again British critics have denounced the censored reports sent out from Pretoria under the order of General Otis. Over and over again they have assumed a superior virtue in lecturing the American people upon the misrepresentation of news. Never, however, has there even been committed by the officials of this country, whether civil or military, any such wholesale and extraordinary misrepresentation as that which is now being carried on by the British general in his reports from the seat of war. It is not surprising to learn that even his own countrymen do not believe him, and despite the best efforts of the Government to reassure them, the feeling in London continues to be one of intense anxiety.

JEW!

Estimates of the number of Jews in the world, of course more or less approximate, calculate their total at about ten millions, of which four and a half millions are comprised in the Russian dominions, and 1,800,000 in the Austrian. The United States come third with 930,000, of which 330,000 are in New York alone, Germany and Roumania have respectively 560,000 and 300,000, the British Isles but 150,000, Asiatic Turkey a like number, and so much is written about being "Jew-ridden," has only 70,000 who form 10,000 in Algeria.

The present tendency of the Jew is to increase most rapidly in the English-speaking countries, as in the United States, where half a million have been added to their number during the last decade, and in the United Kingdom, where the numbers have trebled within a score of years. In Russia also, during the same period, they have grown, according to calculation, from two and a half to four and a half millions, despite the persecution to which they are subjected there.

SHIPPING REPORTS.

Captain Brown, of the steamship *Ulysses*, from Singapore, reports:—Strong N.E. winds and high sea.

Captain Jones, of the steamship *Sishan*, from Koh-si-chang, reports:—Strong wind and a rough head sea throughout.

NOTANDA.

CALENDAR.

NOVEMBER.

Meteorological means based on fifteen years' observations at Hongkong.

Barometer.....30.103

Thermometer.....69.2

Humidity.....65

Rainfall.....1.302

TO-DAY.

WEATHER REPORT.

On date at 10 a.m. 6 p.m.

Barometer.....30.27 30.16

Temperature.....64 60

Humidity.....49 30

Rainfall.....—

TO-DAY.

Wednesday, 29th November, 1899.

Chinese—27th of 10th moon of 25th year of Kwang-shi.

Sun—Rises.....6hr. 23min.

Sets.....5hr. 50min.

High water—Morning.....6hr. 30min.

Afternoon.....6hr. 30min.

Low water—Morning.....6hr. 30min.

Afternoon.....11hr. 45min.

ANNIVERSARIES.

1530—Cardinal Wolsey died.

1574—The Chinese piratical fleet of Li-ma-hong arrived in Manila Bay.

1863—The Taming Prince, Mow Wang, murdered.

1869—Murder of the Captain and four men of the British barque *Crofton* near Kulau.

1876—Immense fire in Tokio; six square miles of buildings laid waste.

1881—Sir George Bowen appointed Governor of Hongkong.

1886—Collision in Hongkong harbour between mail steamers *City of Peking* and *Saghalien*.

1890—The Imperial Diet, Japan, opened by the Emperor in person.

1891—Wreck of the British sloop *Leongata* at Newchwang.

1897—Death of M. Imbault Huard, French Consul at Canton.

1898—Spanish Government formally accepts America's terms for peace.

TO-MORROW.

Thursday, 30th November, 1899.

Chinese—28th of 10th moon of 25th year of Kwang-shi.

Sun—Rises.....6hr. 24min.

Sets.....5hr. 49min.

High water—Morning.....7hr. 40min.

Afternoon.....6hr. 30min.

Low water—Morning.....6hr. 19min.

Afternoon.....6hr. 19min.

ANNIVERSARIES.

1853—Destruction of the Turkish fleet at Sinope.

1861—Jefferson Davis elected President of the Confederate States.

1872—St. Joseph's Church, Hongkong, consecrated.

1878—Formation of St. John's Lodge of Freemasons under the Scottish constitution, at Hongkong.

1892—The Japanese cruiser *Chikuma Kan* sunk in collision with the P. & O. steamer *Rennova* in the Indian Sea, 61 lives lost.

1896—Explosion on the s.s. *Saghalien*; 13 lives lost.

1897—Germany's demands presented to China.

1898—Austrians conclude Japanese Commercial treaty.

AGENDA.

TO-DAY.

Register of shares in Messrs. Watson & Co. open.

TO-MORROW.

3 p.m.—Meeting of the Legislative Council.

11 a.m.—Auction sale of surplus police stores, arms, ammunition and opium at the Central Police Station.

Noon.—Navigation Generale Italiana steamer *Risorgimento* leaves for Bombay.

5 or 5.30 p.m.—Regular meeting of the Diligentia Lodge of Instruction.

Occidental & Oriental steamer *Gaelic* leaves for San Francisco.P. & O. steamer *Malacca* leaves for London.

4.15—Rugby Football, return match H.K.F.C. v. Navy.

9 p.m.—St. Andrew's Ball, at the City Hall.

FRIDAY, 1st.

Noon.—S. Y. K. steamer *Sankai Maru* leaves for Marseilles and London.4 p.m.—Cargo ex s.s. *Coromandel* subject to rent.

8.30 for 9 p.m.—Meeting of the Zealand Lodge.

SATURDAY, 2nd.

First Race for Commodore's Cup, in connection with Royal Hongkong Yacht Club.

4.15 p.m.—Football, Engineers Institute v. R.E. Recreation Club at Causeway Bay.

C. & O. steamer *Lady Jolney* leaves for San Diego.

SUNDAY, 3rd.

Royal Hongkong Yacht Club—Club Race No. 3 Course No. 18.

N. L. H. A. steamer *Hamburg* leaves for Havre and Hamburg.

MONDAY, 4th.

Adjourned inquest on late Private Jones and Jordan at the Magistracy.

TUESDAY, 5th.

Bazaar in aid of the Aisle de la Ste Enfance, at the City Hall.

4 p.m.—Cargo ex s.s. *Socotra* subject to rent.

WEDNESDAY, 6th.

Inquest on late Sergt. Healy, R.A. at

Intimations.

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CO., LIMITED.F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS.PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS.SOLE AGENTS FOR
HARTMANN'S RAFFERT'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMERS PATENT MOTOR
LAUNCHES,
&c. &c. &c.TUTION IN DANCING.
MR. A. HAHN'S DANCING CLASSES
will re-commence on 1st November next.
Intending Pupils are respectfully requested
to send their Applications Early in order that
Time and Terms may be arranged.No. 10, Ice House Street,
Hongkong, 21st October, 1899. [13304]

WORTH A GUINEA A BOX.

BEECHAM'S
PILLSFOR ALL
BILIOUS AND NERVOUS DISORDERS
SUCH AS
SICK HEADACHE, CONSTIPATION,
WEAK STOMACH,
IMPAIRED DIGESTION,
DISORDERED LIVER,
AND FEMALE AFFECTIONS.
ANNUAL SALE SIX MILLION BOXES.

Prepared only by the Proprietor.

THOMAS BEECHAM, St. Helens, England.
SOLE AGENTS for HONGKONG and the
EMPIRE OF CHINA.WATKINS & CO.,
APOTHECARIES' HALL, 66, Queen's Road
Central, Hongkong [138]

F. CAZANOVE,

BO-D-AUX.

GOLD MEDALS

Bordeaux, 1882. Paris, 1889.

LIQUOR

OF THE REVEREND FATHER

A. KERMANN.

This LIQUOR is employed with
success in the treatment of
the most obstinate and FACILE
cases of DISORDER.

TONIC WINE

Of the Rev. Father A. KERMANN

H.K.K. & Co. Dr. GOLL

CREME DE MANDARINE

AVELINE. ANISEETTES SUPERFINE

Apply to

LAENDLER & Co., Paris.

KUEN & KOMOR,

JAPANESE FINE ART CURIOS,

21 & 23, QUEEN'S ROAD, HONGKONG,

35, WATER STREET, YOKOHAMA

and

36, DIVISION STREET, KORE.

Hongkong, 15th March, 1898. [142]

CHS. J. GAUPP & CO.,

CHRONOMETER, WATCH, AND CLOCK

MAKERS, JEWELLERS, SILVER

SMITHS, and OPTICIANS.

CHARTS and BOOKS.

NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches

awarded the highest Prizes at every Exhibition,

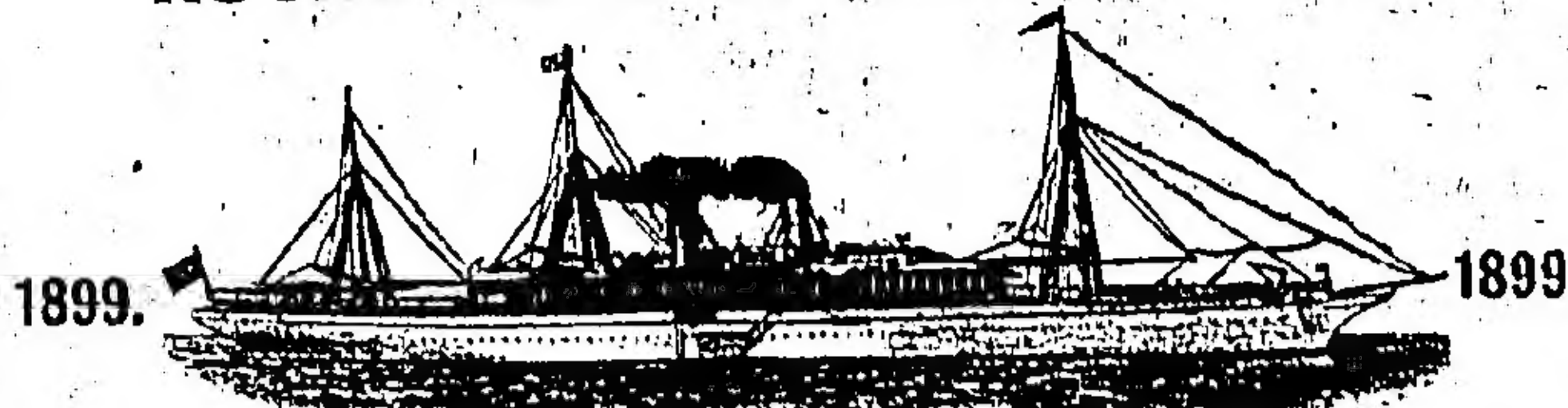
and for Voigtlander and Sohn's

CELEBRATED OPERA GLASSES,

MARINE GLASSES and SPYGLASSES.

Nos. 54 & 56, Queen's Road Central. [146]

Mails.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R. ...WEDNESDAY, 29th Dec., 1899
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. ...WEDNESDAY, 17th Jan., 1900.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R. ...WEDNESDAY, 14th Feb., 1900.The magnificent Twin-screw Steamships of this Line pass through the famous INLAND
SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER
(B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and
make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS
of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM
THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made
at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which
passengers to Great Britain and the Continent are given choice of.Passengers Booked through to all principal points and AROUND THE WORLD.
Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,
Military, Diplomatic and Civil Services, and to European Officials in the Service of China and
Japan Governments.The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS,
(second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL
TRAINS (the Company having received the highest award for same at recent Chicago World's
Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY
through which the Railway passes.THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated
by the Company, and their appointments and Cuisine are unexcelled.For further information, Maps, Guide, Books, Rates of Passage, &c., apply to
D. E. DROWN, General Agent,
Pedder's Street.

Hongkong, 27th November, 1899.

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.IN CONNECTION WITH
THE ATCHESON TOPEKA & SANTA
FE RAILROAD CO.PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO
VIA INLAND SEA OF JAPAN AND
HONOLULU.Taking Cargo and Passengers to JAPAN PORTS,
HONOLULU and SAN FRANCISCO, THE
UNITED STATES, MEXICO, CENTRAL and
SOUTH AMERICA, &c.Lady Joyce 3,194 about Dec. 2
Strathgyle 5,023 about Dec. 15
Carlisle City 3,002 about Dec. 31
The Steamship"LADY JOICEY"
will be despatched for SAN DIEGO via
NAGASAKI, KOBE, YOKOHAMA and
HONOLULU, on SATURDAY, the 2nd
December.Through Bills of Lading issued to any point
in the United States.Cargo will be received on board until 5 P.M.
the day previous to sailing. Parcel packages
will be received at the OFFICE until the same
time. All parcels should be marked to address
in full. Value of same is required.Consular Invoices, to accompany cargo des-
tined to points beyond San Diego, should be
sent to the Company's Office, addressed to the
Collector of Customs, San Francisco.For further information as to Freight or
Passage, apply toBUTTERFIELD & SWIRE,
Agents,
Hongkong, China and Japan.
[1436]NORTHERN PACIFIC
STEAMSHIP COMPANIES.VIA SHANGHAI, INLAND SEA, KOBE,
AND YOKOHAMA.PROPOSED SAILINGS FROM
HONGKONG.FOR VICTORIA, B.C., AND TACOMA,
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY CO.Queen Adelaide 2,832 F. McNair... Dec. 2
Saint Irene 3,877 W. Attree... Dec. 20
City of Dublin 3,328 J. R. Rae... Dec. 30
Breconshire 3,507 G. E. Elliott Jan. 13The attention of Passengers is directed to
the very cheap rates offered by the Line.

HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables.
DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on
the American Continent. Magnificent Scenery
of the ROCKY and CASCADE MOUNTAINS.
The YELLOWSTONE NATIONAL PARK route.
Passengers to EUROPE may proceed by one of
the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other points on application.

Special rates allowed to members of Govern-
ment Services.Through Bills of Lading issued to Pacific
Coast Points, and to Canadian and United
States Points.Consular Invoices of Goods for United States
Points should be in quadruplicate; and a
copy must be sent forward by the steamer to
the Freight Agent, Tacoma, Wash., or Port-
land, Or. (whichever may be the destination of
the steamer).Parcels must be sent to our Office (with
address marked in full) by 5 P.M., on the day
previous to sailing.For further information apply to
DODWELL & CO., LIMITED,
General Agents.

Hongkong, 27th November, 1899. [1434]

OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA
AND EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.VIA INLAND SEA OF JAPAN AND
HONOLULU.Proposed sailings from Hongkong,
Gaelic (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama
and Honolulu) To-morrow, 30th Nov.,
at Noon.Doric (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama
and Honolulu) Saturday, 23rd Dec.,
at Noon.Coptic (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama
and Honolulu) Saturday, 20th Jan.,
1900, at Noon.

THE Company's Steamship

"GAELIC,"

will be despatched for SAN FRANCISCO, via
SHANGHAI, NAGASAKI, KOBE, IN-
LAND SEA, YOKOHAMA & HONOLULU,
TO-MORROW, the 30th instant, at Noon.Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu,
and passengers are allowed to break their
journey at any point en route.Through Passage Tickets granted to Eng-
land, France and Germany by all trans-Atlantic
lines of Steamers, and to the principal cities
of the United States or Canada. Rates, and
particulars of the various Routes may be ob-
tained upon application.Special rates (First-class only) are granted
to Missionaries, members of the Naval, Military,
Diplomatic and Civil Services, to European
Officials in the service of China and Japan, and
to Government officials and their families.Passengers who have paid full fare, re-
marking at San Francisco for China or Japan
(or other ports) within one year, will be allowed
a discount of 10 per cent. This allowance does
not apply to through fares for China and Japan
to Europe.All PARCEL PACKAGES should be marked to
address in full; and same will be received at
the Company's Office until FIVE P.M. the day
previous to sailing.Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco, in the
United States, should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.For further information as to Freight or
Passage, apply to the Agency of the Company,
Queen's Building.J. S. VAN BUREN, Agent.
Hongkong, 4th November, 1900. [1435]THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA

ADEN, EGYPT, MEDITERRANEAN

PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL and
AMERICAN PORTS.)

THE Steamship

"CLYDE"

Captain C. T. Denny, R.N.R., carrying Her
Majesty's Mails, will be despatched from this
port for BOMBAY, &c., on SATURDAY, the 2nd
December, at Noon, taking Passengers and
Cargo for the above Ports.Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into a steamer
proceeding direct to Marseilles and London;
other Cargo for London, &c., will be conveyed
via Bombay with Transhipment.Parcels will be received at this Office until
5 P.M. the day before sailing. The Contents and
Value of all Packages are required to be noted
by Shippers and are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.For further Particulars apply to
H. A. RITCHIE,
Superintendent.

Hongkong, 27th November, 1899. [1436]

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS.	DESTINATIONS.	SAILING DATES.
SANUKI MARU..... J. W. Townsend	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 1st Dec., at Noon.
TOSA MARU..... H. Fraser	YOKOHAMA (DIRECT)	THURSDAY, 7th Dec., at 4 P.M.
HAKATA MARU..... F. L. Sommer	MARSEILLES, LONDON & ANT- WERP via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 15th Dec., at Noon.
KAGOSHIMA MARU..... R. Nunome	KOBE and YOKOHAMA	THURSDAY, 21st Dec., at 4 P.M.
YAWATA MARU..... A. E. Moses	NAGASAKI, KOBE and YOKO- HAMA	SATURDAY, 23rd Dec., at 4 P.M.
FUTABA MARU..... J. Thom	MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 29th Dec., at 4 P.M.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's
Local Branch Office at No. 7, Praya Central.A. S. MIHARA,
Manager.

[6]

NORDEUTSCHER
LLOYD.

(Freight Service.)

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO,
LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK
SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
BAMBERG..... Mayer	HAVRE and HAMBURG (LONDON with transhipment in HAMBURG)	3rd December.
*ONKESBURG..... Christiansen	HAVRE and HAMBURG (LONDON with transhipment in HAMBURG)	About 10th December.
AMURIA..... Burmeister	HAVRE and HAMBURG (LONDON with transhipment in HAMBURG)	About 2nd January.
*SARNIA..... Fuchs	HAVRE and HAMBURG (LONDON with transhipment in HAMBURG)	About 10th January.
*SILESIA..... Behrens	MARSEILLES, HAVRE & HAMBURG (LONDON with transhipment in HAMBURG)	About 20th January.

These Steamers have Superior Accommodation for Passengers and carry a Doctor and
a Stewardess.For further Particulars as to Freight, Passage, &c., apply to
CARLOWITZ & Co.,
Agents.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA
OF JAPAN AND HONOLULU.Proposed sailings from Hongkong,
HONGKONG MARU
(via Shanghai, Naga-
saki, Kobe, Inland
Sea, Yokohama and
Honolulu) Saturday, 9th Dec.,
at Noon.NIPPON MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea,
Yokohama & Hono-
lulu) Wednesday, 3rd Jan.,
1900, at Noon.AMERICA MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea,
Yokohama & Hono-
lulu) Saturday, 27th Jan.,
1900, at Noon.

THE Steamship

"HONGKONG MARU,"

will be despatched for SAN FRANCISCO, via
SHANGHAI, NAGASAKI, KOBE, INLAND
SEA, YOKOHAMA and HONOLULU, on
SATURDAY, the 9th December, at Noon,
taking Freight and Passengers for Japan, the
United States, and Europe.Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at HONO-
LULU, and Passengers are allowed to break
their journey at any point en route.Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-Atlantic
lines of steamers, and to the principal cities
of the United States or Canada. Rates may be
obtained on application.Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail
routes from San Francisco including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and the CANADIAN PACIFIC RAILWAY, also the
regular tariff rate.Passengers holding Orders FOR OVER-
LAND CITIES in the United States have
between SAN FRANCISCO and CHICAGO,
the option of the SOUTHERN PACIFIC,
CENTRAL PACIFIC, UNION PACIFIC,
DENVER and RIO GRANDE, and other
direct connecting Railways, and from Chicago
to destination the choice of direct lines.Particulars of the various routes can be had
on application.Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Service, to European
Officials in the service of China and Japan, and
to Government officials and their families.Through Bills of Lading issued for transpor-
tation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railways, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.Freight will be received on board until 4 P.M.
the day previous to sailing. Parcel Packages
will be received at the Office until 5 P.M. same
day; all Parcel Packages should be marked to
address in full; value of same is required.Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco, in the
United States, should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.For further information as to Passage and
Freight, apply to the Agency of the Company,
Queen's Building.J. S. VAN BUREN, Agent.
Hongkong, 14th November, 1899. [1437]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND
HONOLULU.Proposed sailings from Hongkong,
China (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama
and Honolulu) Saturday, 16th Dec.,
at Noon.

THE Company's Steamship

"CHINA,"

will be despatched for SAN FRANCISCO,
via SHANGHAI, NAGASAKI, KOBE,
INLAND SEA, YOKOHAMA and HONO-
LULU, on SATURDAY, the 16th December,
at Noon.Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu,
and passengers are allowed to break their
journey at any point en route.Through Passage Tickets granted to Eng-
land, France and Germany by all trans-Atlantic
lines of Steamers, and to the principal cities
of the United States of Canada. Rates may be ob-
tained on application.Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail
Routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and the CANADIAN PACIFIC RAILWAY, also the
regular tariff rate.Passengers holding Orders FOR OVER-
LAND CITIES in the United States have
between SAN FRANCISCO and CHICAGO,
the option of the SOUTHERN PACIFIC,
CENTRAL PACIFIC, UNION PACIFIC,
DENVER and RIO GRANDE, and other
direct connecting Railways, and from Chicago
to destination the choice of direct lines.Particulars of the various routes can be had
on application.Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Service, to European
Officials in the service of China and Japan, and
to Government officials and their families.Through Bills of Lading issued for transpor-
tation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railways, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.Freight will be received on board until 4 P.M.
the day previous to sailing. Parcel Packages
will be received at the Office until 5 P.M. same
day; all Parcel Packages should be marked to
address in full; value of same is required.Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco, in the
United States, should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.For further information as to Passage and
Freight, apply to the Agency of the Company,
Queen's Building.J. S. VAN BUREN, Agent.
Hongkong, 27th November, 1899. [1438]

